Amendments to the Claims

Please amend the listing of claims as follows:

1. (Original) System to regulate the heat balance of a vehicle, with
   - a heat cycle that dissipates engine heat, which features a cooling circuit (38) and a heating circuit (36), through which circuits a coolant can flow, and
   - at least one component (20) of the vehicle producing waste heat,

   characterized in that a system is provided with which the waste heat of at least one component (20) of the vehicle can be transferred to the heat cycle.

2. (Original) System according to Claim 1, characterized in that the entire engine is not integrated into the heat cycle, but predominantly the areas in which waste heat is produced, for example the combustion chambers and/or the Y-cooling, in particular in order to achieve a high temperature level more quickly during warm-up.

3. (Currently Amended) System according to Claim 1 ~~or 2~~, characterized in that the component producing the waste heat is a heat transfer medium (20) of an air conditioner, whose waste heat can be transferred to the heat cycle.

4. (Currently Amended) System according to ~~one of the preceding claims~~Claim 1, characterized in that a bypass line (44) is provided for the heat transfer medium (20).

5. (Currently Amended) System according to ~~one of the preceding claims~~Claim 1, characterized in that an auxiliary heating device is provided in the heating circuit (36) of the heat cycle, whose waste heat can be transferred to the heat cycle.

6. (Original) Method to regulate the heat balance of a vehicle, with
   - a heat cycle that dissipates engine heat, which features a cooling circuit (38) and a heating circuit (36), and
   - at least one component (20) of the vehicle producing waste,

   characterized in that waste heat of the at least one component (20) of the vehicle is transferred to the heat cycle.

7. (Original) Method according to Claim 6, characterized in that a supplementary coolant pump is provided, which in at least one operating mode pumps directly into a cylinder head, particularly in the case of an inactive main coolant pump.

8. (New) System according to Claim 2, characterized in that the component producing the waste heat is a heat transfer medium (20) of an air conditioner, whose waste heat can be transferred to the heat cycle.

9. (New) System according to Claim 2, characterized in that a bypass line (44) is provided for the heat transfer medium (20).

10. (New) System according to Claim 3, characterized in that a bypass line (44) is provided for the heat transfer medium (20).

11. (New) System according to Claim 2, characterized in that an auxiliary heating device is provided in the heating circuit (36) of the heat cycle, whose waste heat can be transferred to the heat cycle.

12. (New) System according to Claim 3, characterized in that an auxiliary heating device is provided in the heating circuit (36) of the heat cycle, whose waste heat can be transferred to the heat cycle.

13. (New) System according to Claim 4, characterized in that an auxiliary heating device is provided in the heating circuit (36) of the heat cycle, whose waste heat can be transferred to the heat cycle.

14. (New) Method according to Claim 6, characterized in that the entire engine is not integrated into the heat cycle, but predominantly the areas in which waste heat is produced, for example the combustion chambers and/or the Y-cooling, in particular in order to achieve a high temperature level more quickly during warm-up.

15. (New) Method according to Claim 6, characterized in that the component producing the waste heat is a heat transfer medium (20) of an air conditioner, whose waste heat can be transferred to the heat cycle.

16. (New) Method according to Claim 6, characterized in that a bypass line (44) is provided for the heat transfer medium (20).

17. (New) Method according to Claim 6, characterized in that an auxiliary heating device is provided in the heating circuit (36) of the heat cycle, whose waste heat can be transferred to the heat cycle.